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REPORT

OF

LIEUT. COL. C. F. SMITH,

10TH INFANTRY U. S. ARMY,

OF

HIS EXPEDITION IN 1856

TO

LAKE MINIWAKEN AND THE RED RIVER OF THE NORTH.

HEADQUARTERS, FORT SNELLING, MINNESOTA,

December 30, 1856.

SIR: The battalion of the 10th regiment of infantry, (companies B and F,) which left this post under my command on the 23d of July, ultimo, on an expedition to the Red River of the North, pursuant to "General Orders," No. 5, from the headquarters of the army, dated June 9, 1856, (see Appendix, marked "A.") returned here on the 27th ultimo, after a march of nine hundred and fifty-two and a half miles, having been absent one hundred and twenty-eight days.

The objects to be accomplished by the expedition are set forth in orders from the War Department, (a letter,) dated Adjutant General's office, June —, 1856. (see Appendix, marked "B;") and in orders from the headquarters of the army, (a letter,) dated June 9, 1856, (see Appendix, marked "C.") Substantially, these orders are the same, and to the effect—

I. To note the features of the country with reference to the selection of sites for the establishment of military posts.

II. To hold interviews with the Indians occupying the opposite sides of the Red river, with the view to require them to keep within their own districts of country; to keep at peace with the United States, and to discontinue hostilities with each other; and to commit no depredations on the whites or on each other; and

III. To notify all British subjects who are in the habit of entering the territory of the United States for the purpose of hunting and trapping, &c., that such depredations will no longer be permitted.

In addition to these general directions, the same orders contained specific instructions to visit Lake Mini-waken,* in going or returning, for the object indicated in No. 3; to examine the mouth of the Shay-enne† with reference to its fitness as a site for a military post; and to return on the east side of the Red river.

* Commonly called "Devil Lake." In the Indian tongue it signifies *Spirit Lake*.

† Its original name, or rather that given to it by the early French hunters and trappers, is understood to be "*Bois de Chien*," from the quantity of *dogwood* that fringes its banks.



As the orders for the expedition were not received by me until the 20th of June, (see Appendix, marked "D,") in a very late period to accomplish the objects set forth and return to this post before the winter had fairly commenced, regard being had to the necessity of procuring the necessary funds and means of transportation for four months' supply of provisions from St. Louis, (see Appendix, marked "E,") the character of the road, in connexion with the kind of transportation usually furnished by the government, and the shortness of the summer, *time* was an essential element, and hence not to be wasted in going over any portion of our route a second time. determined, therefore, to go to Pembina, the terminus of the expedition, by the way of Lake Mini-waken and *St. Joseph*,* and to examine the mouth of the Shayanne on my return, which could as well be done from the east as from the west bank of the Red river.

The route of the battalion to Pembina, as far as the crossing at the south branch of Goose river, was by the "middle road," that is to say: By the east bank of the Mississippi to Sauk Rapids, crossing the river at St. Cloud; thence westerly and northwesterly until we turned the great bend of the Red river; thence northerly to Graham's Point on the Red river; thence northwesterly to the crossing at the south branch of Goose river. To this point the route coincides, in general, with that followed by Major Wood's expedition in 1849, except that the major went northwesterly from Elbow lake, crossing the Red river twice, the second time at Graham's Point, whilst we turned west from that lake so as to follow the bend of the Red river.

That my description of the route may be intelligible without entering into tedious details, I have marked it in *red* ink on the accompanying copy of the map of Minnesota, prepared by Captain *John Pope*, of Topographical Engineers, who accompanied Major *Wood's* expedition in 1849.

* The town of St. Joseph is laid out on the north bank of Pembina river, about three miles south of the boundary line. Commencing at the foot of Pembina mountain, about thirty-one miles from Pembina, it extends (eastward) in the direction of that town some fifteen to sixteen miles. Its most thickly settled part, its commencement, in fact, is at the base of this so-called mountain, and has from eighty to one hundred buildings. The houses are substantially built of squared logs, six to eight inches, the timber of the country, as a usual thing, not admitting of larger size. The entire population, consisting principally of the descendants of Canadian Frenchmen and Cree, Chippewa, and Assiniboin Indians, is represented at fifteen hundred souls. Barley and oats are cultivated to some extent; also the usual vegetables. It is represented that the men prefer getting the subsistence rather as Nimrods than as tillers of the soil. The town may be regarded as its infancy, having been settled but about four years since by the inhabitants of Pembina who were driven from their houses by an unusual rise in the Red river, which inundated the town and country for miles back. Pembina mountain is but a portion of a ridge which, commencing some thirty to forty miles south of the town, here rises to an elevation of about two hundred feet above the level of the river.

The town of Pembina, or that part of the township usually so called, is also on the north bank of the Pembina river, at its junction with the Red river, about two miles south of the boundary line. It extends westward some fifteen or sixteen miles to the township line of St. Joseph. Its most thickly settled part contains perhaps two dozen buildings, some of which are on the east bank of the Red river. The entire population, consisting principally of half-breeds, as at St. Joseph, is represented at one thousand; but I must think that number greatly beyond the reality. The site of the town, and for miles back, is liable to overflow from the annual rise of the Red river, though I can quote but two instances in which this has been the case since the settlement of the country by British subjects in 1812, viz: in 1826 and 1852. It was the latter flood which caused the exodus of its inhabitants to St. Joseph.

From the crossing at the south branch of Goose river, we diverged from the usual and direct road north to Pembina, and proceeded in a northeasterly direction to the southeast point of Lake Mini-waken, passing to the east of Lake Chicot; thence northeasterly to the source of Little Salt river, a few miles from which passes the direct road to Pembina; thence following that road in its northeasterly direction to within a short distance from Tongue river, where we took a northwest course to St. Joseph; and from thence due east to Pembina.

The distance to Pembina, as thus marched, is $504\frac{1}{4}$ miles; by the direct route (*vide* Captain *Pope's* table of distances) it is $446\frac{1}{2}$ miles. The length of the direct road from this place to St. Joseph, diverging as we did near Tongue river, is about the same as that to Pembina, viz: 448 miles.

Returning on the east side of the Red river, the route as far as Red Lake river was by the only road yet traced, which runs generally parallel to the course of the Red river, and at an average distance from it of (say) 20 miles.

There is no road on the bank of the Red river from Pembina to Red Lake river, owing to the marshy nature of the soil; all of its small tributaries from the east thus far, with the single exception of the *Two-Rivers* river, passing into it through a marsh, instead of open mouths.

From the crossing at Red Lake river we left the eastern or Wood road, and took a southwest and southerly direction to the mouth of Buffalo river; from whence I proceeded to examine the mouth of the Shayenne, the latter emptying into the Red river some four to five miles above the former.

From the mouth of Buffalo river our course was eastward, to strike the "Timber" or "Wood" road again; having regained which, the route was by Otter-tail lake, Crow Wing, and Fort Ripley, to this place.*

It had been my intention, before leaving Pembina, to follow the "river road" south from Buffalo river, so as to cross the Red river at its great bend, and thus return, as we went, by St. Cloud; but the necessity of obtaining grain for the mules, at the earliest moment, became so obvious soon after leaving there, that I changed my determination, and resolved to go by the "Wood" road to Fort Ripley, the nearest point at which grain or supplies of any kind could be procured.

The general aspect of the country, after leaving the settlements in the Sauk River valley, is that of a high and rolling, or else a slightly undulating prairie, intersected by numerous small streams, dignified by the name of rivers, tributaries of the Minnesota or of the Red river. The only wood to be found is that which fringes these streams and the largest lakes, consisting of *oak*, *elm*, *ash*, *bass*, and *maple*, and which cannot, in the usual sense of the term, be called *timber*; that on the

* After leaving Red Lake river there are three routes southerly. The eastern, called the "Timber" or "Wood" road, (from its passing through forests,) which winds its tortuous course amidst the numberless small lakes and marshes, in which both the Mississippi and Red rivers have their origin, to St. Paul, *via* Otter-tail lake, Crow wing, and Fort Ripley; the "river" road, which keeps along the bank of the Red river at various short distances; and the "middle road," (the most recent of the three,) which keeps generally parallel with the river road and some twelve to twenty miles from it. Both of the last two are on an open prairie, and, after crossing the great bend of the Red river, intersect in the vicinity of Elbow lake.

Pembina may be stated as an exception. The Red river is heavily wooded with a growth that may be fairly called *timber*.

The country east of the Red river presents a different aspect. It is an admixture of woodland—high and open or low, dense, and marshy—with a high, rolling and broken prairie; is heavily wooded with *birch* and several varieties of the *pine* being in addition to the trees already named as growing on the west side; has its surface dotted with a countless variety of small lakes—the sources of the Mississippi and Red rivers; and has many extensive marshes (*terres tremblantes*) of formidable character.

It may be stated, as a general thing, that the country through which we passed, after leaving St. Cloud in going, and before reaching Crow Wing in returning, owing to the marshy nature of the soil, offers, during the spring and summer, the greatest possible difficulties to travel, with the means of transportation generally used in the United States. And this leads to the remark, that our wagons were only enabled to get through to Pembina by the fact that the season both before and after our departure from here, was unusually dry, and that we started from six to seven weeks after the usual period of going on such an expedition, (early grass,) which allowed the prairie to become measurably dry.

In this connexion, it would be, perhaps, appropriate, before proceeding to report on the objects of the expedition, that I should state why the average day's march throughout the entire journey, including the halts necessary for refreshing the men and animals, and those from the necessity for labor, were only seven and three-fifths ($7\frac{3}{5}$) miles per day.

To avoid tediousness of detail in explanation, I beg to refer to the *itinerary* of the march, appended and marked "F."

In general terms, then: Starting with heavily loaded wagons—the weight of one of which alone is over a ton—with teams of young and unbroken mules, and teamsters without experience, we contended, advancing, against the marshy soil of an open prairie, with only grass to bridge its difficult places; the necessity of ferrying or bridging numerous small, rapid, and muddy streams, mis-called rivers; excessive heat, and the partial failure of the mules just before reaching St. Joseph from the want of other food than grass. Hence the average day's march to Pembina ($504\frac{1}{4}$ miles in 49 days) was but ten and one-third ($10\frac{1}{3}$) miles, very nearly.

As only a very limited supply of grain (barley and oats) could be obtained during our ten days' sojourn at St. Joseph and Pembina—the grain, though cut, was not yet threshed—the mules were in a sore plight for further travel; so that in returning we had, as obstacles to a rapid prosecution of the march, enfeebled animals; want of food for them, the grass being killed or injured by the early frost and the constant loss of time, from one to three days in each case, in ferrying or bridging numerous streams, or *corduroying* marshes, (*terres tremblantes*;) cutting roads through forests; and very inclement (winter) weather, which caused the half-starved and enfeebled mules to perish. Hence the average day's march from Pembina, back, ($448\frac{1}{4}$ miles) deduct 18 miles for the true distance between the points, in 75 days was barely six (6) miles.

From the night of the 14th of September, the date on which the return march commenced, we had a heavy frost or ice every night throughout the march. With the exception of perhaps some twenty (20) days altogether of mild weather, resembling the Indian summer, the days were cold and cheerless; the sky overcast; chilling rains and snow-storms being of frequent recurrence, the rule rather than the exception. From seventy-five (75) to eighty (80) mules (about two-fifths of the whole number with which we started) died from the effects of cold and lack of food.

I now proceed to treat, in their order, of the specific objects of the expedition, to wit:

I.—*The selection of sites for military posts.*

To express an opinion as to the sites for military posts proper to be selected in the extended country through which we marched, one ought to know the policy which dictates their establishment. As that policy is not stated in terms, I presumed it was to be inferred from the other requirements of my orders, (see Nos. 2 and 3 of the substance of the same,) and have acted accordingly.

The generally peaceful relations of the *Chippewas* with the whites, coupled with the fact that the trespassing upon our territory occurs far to the west of the Red river, sets aside any speculations as to proper points for such posts on the east side of the river.

A post in the vicinity of *St. Joseph* would answer the required conditions quite well, *provided* the garrison consisted, in part, of mounted troops, and was of sufficient strength to make a detachment from it during the summer and autumn, with the view to an encampment on the southern shore of Lake Mini-waken, from whence to scour the country as circumstances might dictate. Indeed, I know of no other place in all that part of the country that would answer so well. It has the requisite timber for building; good clay for bricks; sand; a sufficiency of stone, boulders of granite, for foundations; is perfectly healthy; has plenty of wood for fuel, with an abundance of excellent grass, and a good soil for barley and oats, both of which are already cultivated to some extent; can be readily supplied with subsistence and other stores by the Red and Pembina rivers;* would be at the precise point to intercept or pursue trespassers upon our soil; and from whence detachments could be readily sent to Lake Mini-waken and elsewhere to overawe the Indians and coerce them into proper behavior. The geological structure of the country forbids the expectation of limestone being found to any extent on our side of the line, but this is of the less moment since lime can be procured from the Red River (Selkirk) Settlement at a reasonable rate.

A post at Pembina, or within about seven (7) miles from it, even if eligible in all other respects, I regard as out of the question, on account of the hazard of inundation from the annual rise of the Red river. This overflow may not occur more than once in a quarter of

* The Red river is navigable from a short distance above Graham's Point, during five months of the year, by boats having a draught of four feet. The Pembina is navigable for the same kind of boats for about six weeks during the annual rise in May and June.

St. Joseph is at the head of navigation of this river.

a century,* but it may happen in any year, and for years in succession. But, apart from this decided objection, there is no place within the limits I have indicated that would so well subserve the contemplated purposes as would a post much further west.

At first view, it might seem that the south shore of Lake Mini-waken presents the most eligible site for a post;† for it is between this lake and the Shaienne river, which rises some sixty (60) to seventy (70) miles west of it, that the buffalo do most congregate, and where the hunting parties as well of the Red river people as of the Indians—Sioux and Chippewas—are usually met. But the want of suitable building material, the scrub oak of enlarged size, and other trees which abound on its northern and western shores, being only fit for fuel; its remoteness from supplies as compared with any point on the Pembina, as also that a spot on or near that river is better adapted to put a stop to trespassing; with the fact that a detachment sent during the summer and autumn from any post near the boundary would have all the results that would flow from its establishment at this point, puts it, I think, decidedly out of the question.

But a post in the Pembina region would, in my judgment, but partially meet the case. It would undoubtedly put an end to trespassing, and would probably be the means of inducing from two to three thousand of the Red river people (half-breeds) to leave the Selkirk Settlement and establish themselves under our flag.‡ Still, the long distance which separates Lake Mini-waken from Fort Ridgely forbids the supposition that it would wholly meet the other conditions; and hence the necessity for at least one post intermediate between these two points.

* It rose about twenty feet above its usual rise of fifteen to twenty feet in 1826, and the same in 1852. (See also note No. 3.)

† Lake Mini-waken is about thirty miles long from northwest to southeast, with an average breadth of (say) three miles. It has no visible outlet, and its waters are brackish. It bears an evil reputation among the Indians, whose superstitious fears invest its waters and shores with all imaginable horrors; and hence they never reside there, though they resort to it for the purpose of hunting. Neither Sioux nor Chippewas ever come here singly or in small parties, each fearing the other; so that when they do go in its vicinity it may always be regarded as a numerous war party; but, with the usual Indian habits each will keep out of the way of the other unless some chance of advantage over the enemy presents itself, or is suggested to their minds. Lakes of brackish water abound in its vicinity, and, as usual, indicate a rather poor soil.

The direct distance from the southeast point of the lake (by which passes the usual route of the hunting parties) to St. Joseph, is about seventy-five miles; but, owing to the hilly and broken character of the country, the entire absence of fuel except "buffalo chips," and the small supply of fresh water, this route is seldom travelled except by horsemen pressed for time.

The distance from the same point to St. Joseph, as travelled by us, is 89½ miles, the first forty-two of which to the source of Little Salt river (a tributary of Park river) is over a high rolling prairie without a stick of wood, though it has an abundance of water—small lakes at quite short intervals. From the source of the Little Salt to St. Joseph the road is over ground still more broken, with an abundance of wood and water.

The space between Lake Mini-waken and the Shaienne is a great resort of buffalo. From an elevated ridge about two miles south of the lake we saw them literally by thousands dotting the prairie as far as the eye could reach.

‡ I was assured from a source in which I place great confidence, that the presence of troops to protect those living just within our boundary from the incursions of the Sioux coupled with the notice I gave British subjects, in the name of the President, not to trespass on the territory of the United States as hunters or trappers, would cause the immediate immigration of about 2,500 of the Red river people, who are desirous and anxious to live under the protection of our laws.

That post would naturally be in the vicinity of Lake Traverse, the waters of which find their way into the *Bois de Sioux*. It is along the shores of this lake that some portion of the Sioux dwell throughout the year, and by which their hunters usually descend into the Red river prairies for buffalo and game. A post here would be well situated (in a general sense) with respect to Forts Ridgely and Ripley, as well as to any other that might be established near the 49th parallel of latitude; but our guide, on whose statement I rely, assured me there was no timber, or even trees, at or near the lake—no material for building, in fact. This induces the necessity of selecting some other spot not far from it.

The nearest and most eligible place to it is Graham's Point, about forty miles distant, in a northeasterly direction. It is thirteen miles below the mouth of the *Bois de Sioux*, and is at the head of navigation of the Red river.—(See Captain Pope's report, Wood's expedition of 1849.) It has heavy timber in abundance; clay for brick; sand; an abundance of excellent grass; a capital soil for grain; is above the reach of any rise in the river; can be readily supplied with subsistence and other stores from this post, and is, I presume to say, perfectly healthy.

The mouth of the *Shayenne*, about one hundred and thirty (130) miles lower on the Red river, (see Captain Pope's table of distances,) is also a good site for a post. It presents the same facilities for establishing one as at Graham's Point, with the single exception, that it is further from the point of supply for subsistence and other stores. I was assured by the guide to the expedition, whose statements in such a matter may be relied on, that some years since he descended the *Shayenne* from near its source to its mouth in a canoe, at a low stage of water, and found in no place less than three feet of water. This fact may prove of importance in the transportation of supplies to any post or detachment in the line between Lakes Traverse and Mini-waken. The river, where I bridged it, say at 60 or 70 miles from its mouth, is sixty feet wide, with a depth of nine to ten feet, and a current of (say) two and one-half knots, and this at a low stage of water.

A post at either of these points, with a garrison consisting, in part, of mounted troops, of sufficient strength to send out a detachment during the summer and autumn to Lake Traverse, and beyond it, or more directly west, would, in my judgment, have all the effect of a post at the lake itself, with the additional advantage of greater facility for receiving stores from the depot here, besides serving as a depot from whence supplies could be readily forwarded to the post in the Pembina region.

Of the two, Graham's Point has, I think, the preference, from its being nearer to Lake Traverse, as well as to the point of supply, (this post;) as also that it is at the head of navigation of the Red river.

II.—Interviews with the Indians.

Until the battalion reached St. Joseph, not an Indian was visible, nor were there indications of a single one being in our vicinity at any

The Selkirk Settlement, which commences about forty miles north of the boundary and extends down the Red river to Lake Winnipeg, (some fifty or sixty miles,) also extends up the Assiniboin for about fifteen miles, contains, I am told, between 7,000 and 8,000 souls.

period of the march to that place. This is explained by the fact, which I learned at St. Joseph, that the Sioux were embodied on Mouse river, some three hundred (300) miles west of us.

At St. Joseph I was visited by La-kik-wa-nel, (in English, *Green Feather*,) the head chief of the Pembina band of the Chippewas, which band numbers about one hundred (100) warriors. He was accompanied by two other chiefs and several of his principal warriors, all in full costume. Green Feather was elected principal chief by his band, under the auspices of Major Woods, in 1849. He exhibited to me his letter of appointment as such, signed by the major.

I said to them in substance: That their Great Father, the President, was very desirous that they should continue at peace with the United States, and that hostilities between themselves and the Sioux should cease, and they live at peace with each other; that he was anxious for this for the sake of all parties, that the country might be travelled in safety by every one; that if they failed to comply with this wish, he was determined to enforce it by placing soldiers among them, who would deliver up to the opposite party the perpetrators of any murder or other outrage, to be dealt with as the outraged party or the relatives and friends of the same might see fit; that he desired each of the hostile parties to remain within their own districts of country, and thus avoid occasion for collision; that as the buffalo and game were fast disappearing, (as must be evident to them,) he desired they should turn their attention to the cultivation of the soil, in order to furnish themselves with a sufficiency of food, which he would aid them to do to the same extent that other tribes were assisted by the government on their expressing such a wish, and making a treaty with the United States.

Green Feather replied: He thought they would like to get implements of labor and the other things, but about the treaty he should have to consult his people. This was the substance of the only answer he would make.

In returning from Pembina, as I could only have communicated with any considerable number of the Chippewas after reaching Red Lake river, by sending to Red lake and beyond it at an expenditure of probably two weeks of time that was exceedingly valuable and daily becoming more so, I made no attempt to have an interview with them. I saw but a few of them, straggling hunters, until we reached the agency near Crow Wing. From our guide and interpreter, who conversed with these hunters, I gathered that as a general thing all the Chippewas in the northern part of Minnesota who had not yet concluded treaties with the government, including those whose chiefs I saw, would gladly do so on the terms usually made.

3.—*Notice to trespassers on the Territory of the United States.*

On the 28th day of the march, between Maple and Rush rivers, about two hundred and eighty-three miles from here, we crossed the trail of the annual summer hunting party from the Red river country. Their place of encampment for slaughtering buffalo, &c., was only a few miles from the route we were pursuing, and presented the

appearance of having been occupied by about one thousand (1,000) persons, with probably six hundred (600) carts. The guide thought the party had left it about ten days or two weeks previous. We crossed their trail several times afterwards, and at length followed it to Lake Mini-waken, but did not see a hunter. At St. Joseph's I learned from some of the inhabitants who had been with the party, that they returned about three weeks before our arrival; that the party consisted of about nine hundred (900) persons, men, women, and children, three hundred (300) of whom were Chippewa warriors; that the hunt had not been half so successful as usual from the fact that the Chippewas being in reality a war party against the Sioux, finding they could not induce the hunters to enter into their scheme of aggression on their hereditary enemies, in revenge broke the rules of the hunt, and succeeded in driving the buffalo off.

Thus I had no opportunity of giving the contemplated notice to the parties in person; but I drew up and had circulated in St. Joseph, at Pembina, and at the Red River (Selkirk) Settlement, in both French and English, the notice herewith appended, and marked "G."

I consider it not inappropriate that I should, before concluding, say a few words on the kind of transportation proper to be employed in all future operations of troops in the Red river country.

The heavy government wagon, excellent as it is in all respects for the roads generally travelled in the United States—I have never seen them of such good material or so well put together as those furnished for this expedition—is altogether unsuited to the country over which we passed after leaving St. Cloud; in fact it cannot be used at all.

I regard the small French *cart* used by the Red river people, drawn by a single ox, to be the only feasible mode of transportation by land. *Iron* does not enter into its composition, the felloes of the wheels being doweled. It will carry one thousand pounds. Its cost in the Pembina country is seven and one-half dollars. There is one at this post which I caused the quartermaster of the expedition to purchase as a model.

I desire to state my most emphatic approval of the four corrugated iron wagon bodies (pontoon wagons) with which the expedition was furnished. They were invaluable as boats or floats in ferrying or bridging streams; we could not have done without them.

In conclusion, it gives me much pleasure to bear testimony to the cheerfulness, zeal, and activity with which the battalion met the constant labor imposed upon it from necessity in bridging numerous streams, cutting roads, corduroying marshes, &c., &c., in the worst possible weather. Labor in some form was of almost daily occurrence throughout the march, and the axe, the spade, and the pick, were as familiar to the hands of the soldier as the rifle.

Very respectfully, your obedient servant,

C. F. SMITH,

Lieut. Col. 10th Infantry, and Brevet Colonel, commanding.

The ASSISTANT ADJUTANT GENERAL,

Headquarters Department of the West, U. S. A.,

Fort Leavenworth, Kansas.

APPENDIX.

A.

GENERAL ORDERS, No. 5.

HEADQUARTERS OF THE ARMY,
New York, June 9, 1856.

Instead of establishing a post at or near the Red River of the North, as directed in "General Orders," No. 4, the two companies of the 10th infantry, under a field officer, pursuant to instructions from the War Department, will make an expedition through that section of the country and return to Fort Snelling.

By command of Brevet Lieutenant General Scott.

L. THOMAS,
Assistant Adjutant General.

B.

ADJUTANT GENERAL'S OFFICE,
Washington, June 7, 1856.

GENERAL: Instead of establishing a post on the Red River of the North, as indicated in "General Orders," No. 4, of May 9, from army headquarters, the Secretary of War desires that the two companies make an expedition through that section of the country and return to Fort Snelling. You are respectfully requested to give instructions accordingly.

I am, General, with much respect, your obedient servant,

S. COOPER,
Adjutant General.

Brevet Lieutenant General WINFIELD SCOTT,
General-in-Chief, United States Army,
New York city.

C.

HEADQUARTERS OF THE ARMY,
New York, June 9, 1856.

GENERAL: I enclose herewith a copy of "General Orders," No. 5, of this date, and the General-in-Chief desires that you give the officer in command of the two companies the following instructions, in addition to what you may deem necessary respecting supplies and means of transportation.

In travelling the Red river country great care should be taken in observing and noting its features, expressly with reference to the selection of suitable sites for the establishment of military posts, whether suitable building materials could be obtained, and of what nature, together with the necessary forage and fuel for troops. It is said that a good position could be found on the Red river, at or near the junction of the Shayenne—Ojee; but one nearer our northern boundary is desirable.

The commanding officer will hold interviews with the Indian tribes on both sides of the river, and require them to keep within their own districts of country, to commit no depredations on each other, and to live in peace; also to continue in peace with the United States, and commit no depredations whatever upon the whites.

It is understood that the inhabitants of the British Possessions are in the habit of crossing the boundary line, for the purpose of hunting and trapping, &c. The commanding officer will be particular to notify all British subjects he may fall in with that such depredations will no longer be permitted. The country around Mini-waken lake is resorted to by them for such purposes, and it would be proper for the troops to visit that region, either going to or returning from Pembina.

Ample time must be taken for the accomplishment of all these objects, and the commanding officer, on his return to Fort Snelling, will make a detailed report of the expedition.

I have the honor to be, very respectfully, your obedient servant,

L. THOMAS,

Assistant Adjutant General.

Brevet Brigadier General N. S. CLARKE,

Commanding Department of the West,

St. Louis, Missouri.

D.

HEADQUARTERS, 10TH REGIMENT OF INFANTRY,

Fort Snelling, M. T., June 20, 1856.

SIR: I have the honor to enclose a copy of "Orders" No. 54, by which you will perceive that you are assigned to the command of the two companies (B and F) detailed for the expedition to the Red River of the North.

The estimates furnished by Brevet Lieutenant Colonel Canby will, perhaps, be a guide to you in making your own, and you are requested to consult with Colonel Canby on the subject. The enclosed copies of letters from the assistants adjutant general at the headquarters of the army and the department of the west, contain all the instructions necessary, and I can only add to them the necessity of making a start in the shortest possible time. The season is already far advanced, and from my own observation of the winter in this country I can say that the expedition should return to this post by the 1st of December

at the furthest. If the objects of the expedition can be attained in time to return by the 1st of November it will be better.

There is no medical officer whom I can attach to your command, and you will therefore report immediately to the surgeon general for one to be assigned.

I am, sir, very respectfully, your obedient servant,

E. B. ALEXANDER,
Colonel, commanding.

Brevet Col. C. F. SMITH,
Lieutenant Colonel 10th Infantry, Fort Snelling, M. T.

[Enclosure in the preceding letter.]

ORDERS, No. 54.

HEADQUARTERS, 10TH INFANTRY,
Fort Snelling, M. T., June 20, 1856.

1. Pursuant to instructions received from the headquarters of the army and headquarters of the department of the west, dated June 9, 1856, and June 13, 1856, companies B and F, 10th infantry, are detailed to make an expedition to the Red River of the North.

2. Brevet Colonel C. F. Smith, lieutenant colonel 10th infantry, is assigned to the command of the expedition, and will make, as soon as possible, estimates for stores and transportation.

* * * * *

4. First Lieutenant William Clinton is temporarily attached to company B, and will remain on duty with it until the return of the expedition.

* * * * *

6. The commanding officer of the expedition to the Red river country will designate an officer to perform the duties of acting assistant quartermaster and acting assistant commissary to the command, and will take steps to procure an immediate supply of subsistence and transportation.

By order of Colonel Alexander.

HENRY E. MAYNADIER, *Adjutant.*

E.

SPECIAL ORDERS, No. 69.

HEADQUARTERS DEPARTMENT OF THE WEST,
St. Louis, Missouri, June 13, 1856.

The quartermaster's and commissary's departments will provide the necessary transportation and subsistence for two companies of the 10th regiment of infantry, to be sent on an expedition to Pembina, on the Red River of the North.

Subsistence will be furnished for not less than four months, and at as early a date as practicable.

By order of Brigadier General Clarke.

JAMES L. CORLEY,
Acting Assistant Adjutant General.

F.

Itinerary of a march of companies B and F, 10th regiment of infantry, from Fort Snelling, Minnesota, to Pembina, Minnesota, and back, in 1856.

A battalion of the 10th regiment of infantry, consisting of companies B and F, six officers and one hundred and sixteen enlisted men, left its camp one mile from Fort Snelling, Minnesota, on the 23d of July, 1856, on an expedition to the Red River of the North, to return to Fort Snelling. [The orders for the expedition will be found in the appendix to the report of the commanding officer.]

The officers of the expedition were:

Brevet Colonel Charles F. Smith, lieutenant colonel 10th infantry, commanding.

Kirtly Ryland, M. D., acting assistant surgeon.

Captain Franklin Gardner, company B.

First Lieutenant William Clinton, of company C, temporarily attached to company B.

First Lieutenant John H. Forney, company F, acting assistant quartermaster and acting assistant commissary of subsistence, commanding the company.

Second Lieutenant William Kearney, company F, acting adjutant.

Second Lieutenant Timothy M. Bryan, company B.

The train consisted of thirty-four wagons, army pattern, four of them corrugated iron, (pontoon wagons,) each drawn by five or six mules, with subsistence stores for four months. The mules of the train, one hundred and eighty in number, were, with the exception of about one dozen, young and unbroken when they arrived at Fort Snelling, just a week before the march. The teamsters employed to drive them had little or no experience as such, particularly with mules.

Wednesday, July 23, 1st day.—Marched 8 miles, and encamped on the Mississippi, on the outskirts of St. Anthony, a mile from the suspension bridge; the route was by Minneapolis; distance from Fort Snelling 9 miles; intensely hot day; six of the men fell in convulsions from the effects of the heat; slow progress from green mules and ignorant drivers; it took two hours to accomplish the first mile.

Thursday, July 24, 2d day.—Remained in camp until 5 o'clock, p. m., then marched 4 miles and encamped at Cold Spring, on the Mississippi; whole distance 13 miles; day hot; mules working badly; progress impeded by a large steam boiler going to Wahtab, which blocked the road at a small stream, and prevented the wagons from passing.

Friday, July 25, 3d day.—Marched 5 miles, and encamped at Alder creek; whole distance 18 miles; wood, water, and grass in abundance at the place of encampment; (these requisites for an encampment will always be understood as existing at every place of encampment hereafter, unless the exception is stated;) day hot; mules working

badly; slow progress due to having to help the train up two severe sand hills (one of them at Wild Rice creek) by hand, with ropes.

Saturday, July 26, 4th day.—Marched $10\frac{1}{2}$ miles, and encamped on Rum river, a mile beyond Anoka; whole distance $28\frac{1}{2}$ miles; day hot; mules still working badly; the wagons helped up two severe sand hills by hand, one of them being at the bridge at Anoka; road through heavy sand in part; water at Coon creek, $4\frac{1}{2}$ miles from last encampment; heavy fall of rain at night.

Sunday, July 27, 5th day.—Did not march, to allow of rest, and to repair damages to harness, &c.; inspection of troops and train in the afternoon.

Monday, July 28, 6th day.—Marched $14\frac{3}{4}$ miles, and encamped on Elk river, at the bridge; whole distance $43\frac{1}{4}$ miles; road good; mules working better; day hot; terrific thunder-storm at night; water at Ataska, $5\frac{1}{2}$ miles, and again at Elk-river House, 3 miles.

Tuesday, July 29, 7th day.—Marched 16 miles and encamped on the Mississippi, opposite Bear island; whole distance $59\frac{1}{4}$ miles; good (prairie) road; mules improving; water at Big lake, 6 miles from preceding encampment.

Wednesday, July 30, 8th day.—Marched 19 miles, and encamped at St. Cloud, opposite Lowry's or the upper ferry; whole distance $78\frac{1}{4}$ miles; road good; mules working better; day hot; water at Clear lake, 6 miles from preceding encampment; again at two small lakes, $1\frac{1}{2}$ and 1 mile, but at no other place.

Thursday, July 31, 9th day.—Crossing the river at Lowry's ferry, and helping the wagons up its steep bank, consumed nearly all day; marched 3 miles, and encamped on the further side of Sauk river; good ford; whole distance $81\frac{1}{4}$ miles; road good, with appearances of much marsh in wet weather.

Friday, August 1, 10th day.—Marched $14\frac{1}{2}$ miles, and encamped on Sauk river a second time; whole distance $95\frac{3}{4}$ miles; half a mile back there is a small stream called Cold Water creek, the water of which is deliciously cold; road fair.

Saturday, August 2, 11th day.—Marched 5 miles, and encamped half a mile beyond the Sauk river, (2d crossing;) whole distance 100 miles; three bad places in the road, particularly at the crossing of the river; a ford of coarse sand. As the mules required rest, and no wood is to be had for several miles ahead, the march of to-day was made short.

Sunday, August 3, 12th day.—Marched $17\frac{1}{2}$ miles, and encamped on Lake Henry; whole distance $118\frac{1}{4}$ miles; prairie road, over which in a wet season the wagons could have made no progress; water in small ponds at intervals along the road; day hot.

Monday, August 4, 13th day.—Marched 15 miles, and encamped on Lake McLeod, (the Lightning lake of Captain Pope's map;) whole distance $133\frac{1}{4}$ miles; prairie road; two bad places where the marsh had to be bridged with grass, and the wagons assisted over by hand, one of these places being Crow river, the bed of which was nearly dry; a fine spring in this marsh. In a wet season these marshes would have been impassable for the wagons.

Tuesday, August 5, 14th day.—Marched $18\frac{5}{8}$ miles, and encamped on a branch of Chippewa creek; whole distance $151\frac{7}{8}$ miles; rolling prairie; one bad crossing on the Chippewa river. Had the prairie been ordinarily wet it would have been impassable almost for the wagons. Small lakes at short intervals; White Bear lake about half a mile to the left of the road; violent thunder-storm at night.

Wednesday August 6, 15th day.—Marched $8\frac{1}{3}$ miles, and encamped on a small lake about 4 miles beyond Pike lake; whole distance $160\frac{1}{4}$ miles. A delay of some hours in crossing the stream on leaving the encampment this morning; the road much affected by the rain of last night; hence slow progress.

Thursday, August 7, 16th day.—Marched 14 miles, and encamped on the Tipsinah or Pomme de Terre river; whole distance $174\frac{1}{4}$ miles; delayed at starting by a bog; no wood; had to send back 3 miles for it; prairie running into hills; a constant succession of small lakes covered with ducks.

Friday, August 8, 17th day.—Marched $12\frac{1}{2}$ miles, and encamped on Elbow lake; whole distance $187\frac{1}{6}$ miles; several hours consumed in crossing the Tipsinah, on account of a bad marsh on both sides of it; other marshes on the road; plenty of small lakes; hilly prairie.

Saturday, August 9, 18th day.—Did not march, to allow of rest to the men and animals, and to repair wagons and harness. Inspection of the troops and of the train.

Sunday, August 10, 19th day.—Marched $10\frac{3}{8}$ miles, and encamped on Rabbit river; whole distance $197\frac{5}{8}$ miles; no wood; brought some. Direction of the march westerly; flat prairie, with indications of many marshes in a wet season, not passable for the wagons.

Monday, August 11, 20th day.—Marched westerly and northwesterly $17\frac{5}{12}$ miles, and encamped on the hither side of the Bois de Sioux river, about 4 miles from its mouth; whole distance $215\frac{1}{4}$ miles; some detention from wet prairie; country perfectly flat; two buffalo and several elk seen; one of each killed.

Tuesday, August 12, 21st day.—Ferried half the stores over, using the ponton wagon bodies as boats; swam the mules, and snaked the wagons over by the mules, assisted by the men. A bad crossing; muddy banks and bottom, with swimming depth for horses in part, and the further bank quite steep.

Wednesday, August 13, 22d day.—Finished crossing the stores; marched 13 miles, and encamped on the Red river, 9 miles below the mouth of the Bois de Sioux and 4 miles above Graham's Point; whole distance $228\frac{1}{4}$ miles; country flat; road good.

Thursday, August 14, 23d day.—Marched $10\frac{1}{4}$ miles, and encamped on the further side of Wild Rice river; whole distance $238\frac{1}{2}$ miles. Crossed this river about 5 miles from its mouth, on a bridge of logs made by Mr. Rolette, of Pembina, some weeks before; occupied two hours in strengthening the bridge for the wagons. Four miles from the encampment of last night passed Graham's Point; found there the post put up by Major Woods in 1849, with the following inscription cut on it in deep characters, viz: "163 miles from Sauk Rapids, July 14, 1849." The distance from Fort Snelling to this point, by

our route, is $232\frac{1}{4}$ miles; as marched by Wood's expedition it is $239\frac{1}{2}$ miles. This is the head of navigation of the Red river. The current of the river seems to be about $2\frac{1}{2}$ knots; its banks are say 25 feet high, and the depth of water 5 feet. From this point down the river is heavily wooded, particularly on the east bank.

Friday, August 15, 24th day.—Marched 15 miles, and encamped on the hither side of the Shayenne river, some 60 to 70 miles from its mouth; whole distance $253\frac{1}{2}$ miles. High prairie, crossed by marshy ravines; road good; no water for $10\frac{1}{2}$ miles, where there is a large deep lake with quite cold water in the middle. The Shayenne is here about 60 feet wide, 9 to 10 deep, and a current of say $2\frac{1}{2}$ knots with banks of say 25 feet high. Its true name is *Bois de Chien*, from the quantity of *dogwood* that fringes its banks.

Saturday, August 16, 25th day.—Occupied all day in constructing a bridge to cross the river.

Sunday, August 17, 26th day.—Finished bridge by $12\frac{1}{2}$ o'clock occupied an hour and a half in crossing the wagons, the banks being steep; marched 13 miles and encamped on the hither side of Maple river, about 50 to 60 miles from its entrance into Rush river (the latter being tributary to the Shayenne); whole distance 266 miles. A buffalo killed to-day. The mosquitoes in camp in dense clouds, from which both men and animals suffered considerably.

Monday, August 18, 27th day.—Marched $10\frac{1}{2}$ miles, and encamped on a small creek which empties into Maple river; whole distance 277 miles. No wood; used willow twigs and buffalo chips. At $3\frac{1}{2}$ mile from last encampment crossed Maple river by fording, but there being a marsh and a sharp hill on the further side, it took three hours to get the wagons over.

Tuesday, August 19, 28th day.—Marched $15\frac{1}{2}$ miles, and encamped on the further bank of Rush river; whole distance $292\frac{1}{2}$ miles. No wood; brought some from $3\frac{1}{2}$ miles back, where Rush river is first met. Our distance from Red river is about 20 miles.

After marching 6 miles this morning we crossed the trail of the annual summer hunting party of the Red river people. The guide followed it for about six miles, and came to where their camp for slaughtering buffalo had been. It was filled with the remains of the buffalo, of which numbers of wolves were feasting; the stench intolerable. From appearances the guide supposed the party to consist of about one thousand persons, with six hundred carts, and that they had been gone ten days or two weeks before.

Wednesday, August 20, 29th day.—Marched 15 miles, and encamped on a small branch of Elm river; whole distance $307\frac{1}{2}$ miles. No wood; had to use buffalo chips. Rain all night.

Thursday, August 21, 30th day.—Marched $11\frac{1}{2}$ miles, and encamped on the hither bank of the south branch of Goose river; whole distance $318\frac{1}{2}$ miles. Rain all day until we halted.

Friday, August 22, 31st day.—Did not march to-day to allow rest to all, and that the men might put their arms and clothes in order. Inspection of troops and train in the afternoon. A buffalo killed. The camp is at the usual crossing in going to Pembina by the middle

road, and it is from here our route diverges to Lake Mini-waken. No wood between this and that lake, distant $65\frac{1}{2}$ miles.

Saturday, August 23, 32d day.—Marched 15 miles in a northwest direction, and encamped on a small branch of Goose river; whole distance $333\frac{1}{2}$ miles. No wood; at last encampment put wood in the wagons for four days. Left the direct road at starting, and took the direction for Lake Mini-waken. Rolling prairie; road good. Small lakes of good water throughout the march of to-day.

Sunday, August 24, 33d day.—Marched $15\frac{1}{4}$ miles, (northwesterly,) and encamped on the margin of one of the numerous lakes which we pass continually; whole distance $348\frac{3}{4}$ miles. No wood. The guide chased and killed a buffalo to-day in presence of the men. Rolling prairie, here and there marshy.

Monday, August 25, 34th day.—Marched $15\frac{1}{2}$ miles, (northwesterly,) and encamped on a small branch of the Shayenne, about $1\frac{1}{2}$ miles from Lake Chicot; whole distance $364\frac{1}{4}$ miles. Rolling prairie; marshy; no wood. Two buffalo killed by the guide. Saw for the first time a herd of buffalo cows. Diarrhoea among the men from eating so much buffalo meat lately.

Tuesday, August 26, 35th day.—Marched 12 miles, (north northwest,) and encamped on a small lake near Lake Chicot, and $7\frac{1}{2}$ miles from the southeast point of Lake Mini-waken; whole distance $376\frac{1}{4}$ miles. No wood. Passed to the east of Lake Chicot, which is a long lake of blackish water, with plenty of wood on its shores. High rolling prairie, with here and there a marsh.

Wednesday, August 27, 36th day.—Marched $7\frac{1}{2}$ miles, (north northwest,) and encamped on the southeast part of Lake Mini-waken; whole distance $383\frac{3}{4}$ miles. High rolling prairie. Three buffalo killed to-day. Had we come by the west side of Lake Chicot the distance would have been shortened probably six to seven miles, but the guide feared an extensive marsh on its west side.

Lake Mini-waken is about thirty miles long from northwest to southeast, with an average breadth of three miles. It is quite heavily wooded on its western and northern shores with oak, elm, ash, &c., but the wood cannot be regarded as building material, save for rude huts. Its waters are brackish. It is said to be full of good fish, pike particularly. Good clay for brick in the vicinity. The prairie rises here into ridges of respectable height. Soil comparatively poor. This lake has an evil reputation among the Indians as the abode of evil spirits. Its name in the Sioux language signifies Spirit lake. During an examination of the country, from an elevated ridge about 2 miles south of the lake, buffalo were seen literally by thousands dotting the prairie below and around as far as the eye could reach.

Thursday, August 28, 37th day.—Did not march, that the animals might be rested, and in the hope of seeing some Indians. Several of the officers and men went after the buffaloes seen yesterday, and killed several. Weather cold and lowering. Night cold.

Friday, August 29, 38th day.—Marched 18 miles in a northeasterly direction for St. Joseph, taking wood for two days, and encamped on several small lakes; whole distance $401\frac{3}{4}$ miles; no wood; high rolling

prairie; passed small lakes of fresh water continually. In a wet season portions of this route must be marshy to a degree.

Saturday, August 30, 39th day.—Marched $15\frac{1}{4}$ miles in a northeasterly direction, and encamped on two small lakes; whole distance 417 miles; no wood; aspect of the country the same as that of yesterday; small lakes at short intervals throughout; mules failing from want of grain.

Sunday, August 31, 40th day.—Marched 9 miles in a northeasterly direction, and encamped on the hither bank of *Little Salt* river, (a tributary of *Park* river,) near its source; whole distance 426 miles; aspect of the country the same as for the last two days. Inspection and muster in the afternoon.

Monday, September 1, 41st day.—Detained an hour in crossing the river, on account of a marsh on the further side. Marched 17 miles, and encamped on *Clear Water* river; whole distance 443 miles. After marching about 6 miles in an east by northeast direction, we struck and followed the direct road for *Pembina*; this was near *Cart* river, (*Riviere la Charette*), improperly printed *Cant* river on the map. Road generally good; marshy in places.

Tuesday, September 2, 42d day.—Marched $16\frac{1}{2}$ miles, and encamped on the far side of *Tongue* river; whole distance $459\frac{1}{2}$ miles. A bad crossing at this river; muddy banks, and hill to ascend. About two miles before reaching *Tongue* river we left the road for *Pembina* and took that diverging (northwest) to *St. Joseph*. Had a detention of two hours in crossing *Steep Hill* river. Timber seen all along a high ridge one to two miles on our left; the first time we have seen trees growing apart from a lake or a stream. This ridge runs northerly to *St. Joseph*, where its highest elevation is called *Pembina mountain*. Passed through the "*Poplar islands*." A horrid road throughout in a wet season.

Wednesday, September 3, 43d day.—Marched $13\frac{3}{4}$ miles in a northwest by north direction, and encamped on the further (or north) bank of the *Pembina*, at *St. Joseph*; crossed by a good ford—rocky bottom; whole distance $473\frac{1}{4}$ miles; water half way during the march; wooded country, much broken and hilly, with indications of shocking marshes in wet weather. Mules failing for the past six days; some of them given out.

Thursday, September 4, 44th day.—Remained to rest the animals, get grain, &c., &c. A few bushels of barley brought in; barley and oats cut but not threshed. Published notice that British subjects must not trespass on our territory to hunt, &c., (see order book.) Had an interview with *La-kik-wa-nel*—in English, *Green Feather*—principal chief of the *Pembina* band of the *Chippewas*, and about a dozen of his principal men; told them that the President desired them to, &c., &c., &c.

Friday, September 5, 45th day.—Small quantities of grain brought in, the inhabitants showing but little energy to meet our wants in this respect.

Saturday, September 6, 46th day.—Finding no reliance could be placed on the people to furnish grain, an express was sent across the

country to Fort Garey, (in the British settlement) at the mouth of the Assiniboin, distant about 90 miles, to have a supply of oats sent up the Red river to meet us at Pembina. Directed the quartermaster to purchase a cart, as a model.

Sunday, September 7, 47th day.—Marched $12\frac{1}{2}$ miles. (eastward,) and encamped at Mitchel's point, on the Pembina river; whole distance $485\frac{3}{4}$ miles; gently undulating prairie, with indications of much marsh in a wet season. A chilling rain all day, very cold at night; a sharp frost, the first of the season.

Monday, September 8, 48th day.—Marched 12 miles, and encamped at a point on the Pembina, $6\frac{1}{2}$ miles from the town of that name; whole distance $497\frac{3}{4}$ miles; flat prairie; frost.

Tuesday, September 9, 49th day.—Marched $6\frac{1}{2}$ miles, and encamped in the town of Pembina, a quarter of a mile from the junction of the Pembina and Red rivers; whole distance $504\frac{1}{4}$ miles; road over a flat prairie, with extensive marshy places. The distance to this place, as marched by Major Woods, is $446\frac{1}{2}$ miles.—(See Captain Pope's table of distances.) Not exceeding two dozen wooden buildings in the place; town gone to decay. The Pembina river about thirty feet wide, with steep banks twenty feet high; muddy bottom and small depth of water; current gentle. The Red river one hundred and twenty-five yards wide; steep and muddy banks of twenty feet; fifteen feet deep, and a current of, say, four knots.

Wednesday, September 10, 50th day.—Preparations to cross the Red river.

Thursday, September 11, 51st day.—Commenced crossing the wagons, &c. This was done by stretching a rope across the river and ferrying them over, using the four ponton wagon bodies (lashed together) as a boat.

Friday, September 12, 52d day.—Continued crossing the wagons and stores, and established the camp on a small lake one mile east of the river.

Saturday, September 13, 53d day.—Continued crossing the wagons, &c. Received from Fort Garey one hundred and ten bushels of oats. The reason assigned for not sending the quantity required was that the hunters who were to bring it declined to come on account of the notice given them not to trespass on our soil.

Sunday, September 14, 54th day, 1st day from Pembina.—Finished crossing the mules; marched $11\frac{1}{2}$ miles in an easterly and south-easterly direction, and encamped on the hither side of the north branch of the Two Rivers river; whole distance from Pembina $12\frac{1}{4}$ miles; level prairie, with indications of marsh repeatedly; ice in the tents at night one-eighth of an inch thick.

Monday, September 15, 55th day, 2d day from Pembina.—Occupied all day in bridging the river; ice in the tents at night one-fourth of an inch thick. Some of the mules given out.

Tuesday, September 16, 56th day, 3d day from Pembina.—Finished bridge; marched $4\frac{1}{4}$ miles, (southerly,) and encamped on the near side of the south branch of the Two Rivers river; whole distance from Pembina $16\frac{1}{2}$ miles; undulating prairie, with marshy places;

commenced constructing bridge; ice in the tents at night three-eighths of an inch thick; mules generally exhibiting symptoms of weakness; some more of them given out.

Wednesday, September 17, 57th day, 4th day from Pembina.—Occupied all day, in a chilling rain, in bridging the river, in continuation of yesterday's work; ice at night.

Thursday, September 18, 58th day, 5th day from Pembina.—Finished bridge; marched 11 miles, (southerly,) and encamped on a small stream, (name unknown,) supposed to be a branch of the Riviere aux Marais; whole distance $27\frac{1}{2}$ miles; level prairie; bad road in a wet season; cold day; ice at night.

Friday, September 19, 59th day, 6th day from Pembina.—Marched $16\frac{1}{2}$ miles (southerly) and encamped on the Tamarac river, (Riviere aux Epinees;) whole distance 44 miles; level prairie; marshy in several places; bad road in wet weather; day cold, with high wind; ice at night.

Saturday September 20, 60th day, 7th day from Pembina.—Marched four miles, (southerly,) and encamped on Middle river; whole distance 48 miles; the greater part of the day consumed in cutting down the steep bank on the further side of the Tamarac, and then in helping the wagons up the still quite steep ascent by hand; afterwards in making a corduroy with the silver poplar, (aspen,) over a bog, belly deep to oxen and mules, of one hundred and fifty yards in length; and towards night, by cutting down the bank at Middle river to descend to the ford; good fords at both the Tamarac and Middle rivers; road through woods, (aspen,) and good, with the exception of the marsh; ice at night.

Sunday, September 21, 61st day, 8th day from Pembina.—Marched $17\frac{1}{2}$ miles, (southerly,) and encamped on a small lake, with but little water and poor grass at the best; whole distance $65\frac{1}{2}$ miles; prairie road, marshy in places; bad in wet season; cold all day; ice at night; some spading in crossing Snake river; the Tamarac, (Riviere aux Epinees,) Middle, and Snake rivers are the three branches of the Riviere au Marais (see Pope's map) which enters the Red river through a marsh instead of an open mouth; this is the case with all the small tributaries to the Red river from the east, between Pembina and the mouth of Red Lake river, with the single exception of the Two Rivers river; timber on our left all day 8 to 10 miles distant; ice at night.

Monday, September 22, 62d day, 9th day from Pembina.—Marched 18 miles (southerly,) and encamped on Red Lake river; whole distance, $83\frac{1}{2}$ miles. Level prairie, with appearance of extensive marshes. The camp about 25 miles from Red river, and (say) 60 miles from Red lake. Average distance of the road from Red river thus far, about 20 miles. One mule left in a dying condition, from exhaustion, this morning. Ice at night.

Tuesday, September 23, 63d day, 10th day from Pembina.—Occupied in preparations for crossing the river. This is the best looking river seen on the march; it is about 80 yards wide, with a very rapid current; has sandy shores and a good gravelly ford of (at this low stage

of water) about 3 feet. The river below the ford is from 10 to 12 and 14 feet deep. Very large oak trees are on the north side. As the ford was crooked and too deep for the mules in harness, the preparations for crossing were by means of a *flying bridge*, using the four ponton wagon bodies as a float or boat. Severe frost at night.

Wednesday, September 24, 64th day, 11th day from Pembina.—Finished preparations for crossing the river. Sharp frost at night.

Thursday, September 25, 65th day, 12th day from Pembina.—Crossed the train; marched $9\frac{1}{4}$ miles in a westerly direction, and encamped on Red Lake river; whole distance $92\frac{3}{4}$ miles. Immediately after crossing, we left the beaten track, the eastern or "timber," or "wood" road, and our course tended southwest for the mouth of Buffalo river. Crossed several streamlets, tributaries of the Red Lake river, which, owing to the deep ravines in which they flow, and the marshy soil, must have proved impassable obstacles to the wagons in a wet season. Heavy frost at night.

Friday, September 26, 66th day, 13th day from Pembina.—Marched $10\frac{1}{2}$ miles (southwesterly) and encamped on a small stream, tributary to Red Lake river; whole distance $103\frac{1}{4}$ miles. No wood; nothing but small poplar twigs. Clear, cold morning; overcast and chilling rain at noon. The last $2\frac{1}{2}$ miles was over one continuous marsh (*terre tremblante*,) in the worst parts of which the mules sank up to their bellies with the least effort. Late in the evening only the company and staff wagons brought into camp by hand, with small assistance from the mules, the men working in water mid-leg deep; the remainder of the wagons at various distances, not exceeding a mile or so, back in the marsh. Chilling rain at night; cleared up towards morning very cold, with high wind. Ice. Mules worn out.

Saturday, September 27, 67th day, 14th day from Pembina.—Occupied in getting the wagons into camp; a cold drizzling rain all day; the wagons were *snaked* along by the mules being placed at the end of a long pole with always one company, and sometimes both, hauling on it in their rear; the water middle deep in many places; by the time one-half of the remainder of the wagons were in camp the men were exhausted from labor and cold; ice at night; four mules died from exhaustion and cold during the night.

Sunday, September 28, 68th day, 15th day from Pembina.—The remainder of the wagons got into camp; as on yesterday cold chilling rain until 12 o'clock m., when it cleared up very cold; ice at night.

Monday, September 29, 69th day, 16th day from Pembina.—Marched about 10 miles in order to accomplish the five which separated us (southwesterly) from Sand Hill river, and encamped on the hither bank of that river, about four miles from its junction with the Red river; whole distance $108\frac{1}{4}$ miles; doubling the distance was occasioned by having to meander to avoid the worst places in the marsh; as it was four or five very bad places had to be crossed by taking out the mules and *snaking* the wagons over by the men and the mules; by night the company and staff wagons only in camp; the remainder at two principal points of difficulty, three and five miles in the rear; ice at night; five mules died during the night from exhaustion and cold.

(It would have been much better perhaps to have continued along or near Red Lake river from the encampment of Thursday night, until near the Red river and then turned south. We should have found deep water instead of the marsh, and that would have been preferable.)

Tuesday, September 30, 70th day, 17th day from Pembina.—Occupied all day in getting the wagons into camp; weather moderating; frost at night.

Wednesday, October 1, 71st day, 18th day from Pembina.—Wagons all in; commenced bridging the Sand Hill river; Indian summer temperature during the day; frost at night.

Thursday, October 2, 72d day, 19th day from Pembina.—Working in continuation at the bridge; pleasant day; frost at night.

Friday, October 3, 73d day, 20th day from Pembina.—Finished bridge; marched 10 miles (east by south,) and encamped on the *Rivière aux Marais*, half a mile from the Red river; whole distance $118\frac{1}{4}$ miles; left one mule dying from exhaustion; undulating prairie; severe marshes in places in wet weather; pleasant day; heavy frost at night.

Saturday, October 4, 74th day, 21st day from Pembina.—Moved the camp up the river about three miles, and bridged the latter; about the time the bridge was finished (2 o'clock p. m.) the prairie was discovered to be on fire at the last encampment, with a high wind to bring it down upon us with race horse speed; struck the camp and made a hasty retreat to the opposite bank of the river and encamped, just saving our distance; pleasant temperature during the day; frost at night.

Sunday, October 5, 75th day, 22d day from Pembina.—Marched (east by south) $9\frac{3}{8}$ miles, and encamped on a small lake about $\frac{1}{2}$ a mile from Wild Rice river, and near where it empties into the Red river; whole distance $127\frac{5}{8}$ miles; level road; pleasant day; frost at night.

Monday, October 6, 76th day, 23d day from Pembina.—Marched (east by south) $6\frac{3}{8}$ miles and encamped on Wild Rice river, about four miles from its mouth; whole distance 134 miles; a bad river to cross; muddy (clay) banks 20 feet high, and muddy bottom with a considerable current, and 10 feet deep at the crossing; preparations for bridging it; prairie slightly rolling to-day with marshy ravines; pleasant day; frost at night.

Tuesday, October 7, 77th day, 24th day from Pembina.—Labor on bridge; Indian summer temperature.

Wednesday, October 8, 78th day, 25th day from Pembina.—Labor on bridge; pleasant weather; frost at night.

Thursday, October 9, 79th day, 26th day from Pembina.—Finished bridge; pleasant day; frost at night.

Friday, October 10, 80th day, 27th from Pembina.—Marched (east by south) 9 miles, and encamped on the hither bank of Buffalo river, about $2\frac{1}{2}$ miles from its junction with the Red river, level prairie. Crossed the river, and rode to the Red river to examine the mouth of the Shayenne, which is about 5 miles above the mouth of the Buffalo. It has a more rapid current at its entrance into the Red river than the latter, with high banks and plenty of wood, and a depth of

water (at this low stage) of twelve to fourteen feet; it is not wider than where we bridged it 60 to 70 miles above. It is (according to Captain Pope's table of distances) 130 miles below Graham's Point. There is a high level prairie running back from its banks. Pleasant day; frost at night.

Saturday, October 11, 81st day, 28th day from Pembina.—Marched (southeasterly) 15 miles, and encamped near a small stream on the western slope of Leaf mountain; whole distance 158 miles. Dead level prairie without wood or water; fortunately it was dry. The indications were abundant that in a wet season it would have been impassable for the wagons. Day pleasant; heavy frost at night. One mule left this morning in a dying condition.

Sunday, October 12, 82d day, 29th day from Pembina.—Bridged the small stream on which we had encamped. Marched (easterly) $4\frac{1}{2}$ miles, and encamped on a small lake; whole distance $162\frac{1}{4}$ miles. High rolling prairie, with plenty of marshy places. Cold, with high wind during the day; ice at night. A mule left in an exhausted and dying condition this morning.

Monday, October 13, 83d day, 30th day from Pembina.—Marched (easterly) 6 miles, and encamped on a small stream, supposed to be a branch of Buffalo river; whole distance $168\frac{1}{4}$ miles. A high rolling prairie, with plenty of small lakes. The prairie burnt throughout the march. Cold day; wind high; preparation for crossing the stream. Two mules left in a dying condition from exhaustion. Sent out the guide to find the wood road. Ice at night.

Tuesday, October 14, 84th day, 31st day from Pembina.—Crossed the train by a floating (pontoon) bridge. The guide returned late in the morning, and reported that the middle road was about $2\frac{1}{2}$ miles in front (east) of us; that he had gone eastward about 11 miles without finding the wood road, and that the country was so exceedingly hilly and broken, and so marshy, that he thought it better, in the weakly condition of the mules, to take the middle road for some 35 to 40 miles, from whence he thought he could find his way across to the wood road by Otter-tail lake.

Marched $2\frac{1}{2}$ miles, (east,) and struck the middle road, (leading to St. Cloud,) which we followed for $3\frac{3}{4}$ miles, and encamped on a large lake; whole distance $174\frac{1}{2}$ miles. Hilly and broken prairie, with evidence of bad marshy places; open woods in every direction. After striking the road, the course was southwest. Day clear and cold; ice at night. Two mules left in a dying condition this morning.

Wednesday, October 15, 85th day, 32d day from Pembina.—Marched 8 miles, (the first 5 on the road southwest, the last 3 off the road, and due east,) and encamped on a small lake; whole distance $182\frac{1}{2}$ miles. The prairie high and rolling, with numerous marshes in the hollows. The trees gradually disappeared as we advanced on the road. After proceeding in the road several miles, we entered upon a burnt surface, which extended as far as the eye could reach. As the mules were failing continually, and there was no wood on the prairie, the east course was taken to get at the nearest timber and grass. Clear, cold, and windy day; ice at night. One mule left dying this morning.

Thursday, October 16, 86th day, 33d day from Pembina.—Determined to keep on in an easterly direction, so as to strike the wood road, by passing through the timber. On account of the exhausted condition of the mules, marched only three miles, and encamped on one of the thousand small lakes of this part of the country; whole distance 185½ miles. Prairie high and rolling, and covered with open timber. Direction of march due east. Had to cut the road through the wood from time to time. Very cold all day; ice at night. Three mules died this morning.

Friday, October 17, 87th day, 34th day from Pembina.—The guide sent out to find the road. Day cold, with high wind; ice at night. Commenced feeding the mules on flour.

Saturday, October 18, 88th day, 35th day from Pembina.—Did not march. Awaiting the return of the guide. Weather as on yesterday.

Sunday, October 19, 89th day, 36th day from Pembina.—Awaiting the return of the guide. A rather pleasant day; frost at night.

Monday, October 20, 90th day, 37th day from Pembina.—The guide returned at 9 o'clock this morning, and reported the wood road far to the north and east of us. The camp struck at once, and the march resumed, with the view of getting into the road as soon as possible. Retraced our steps as far as the encampment of the 16th instant; then north 2½ miles, and then east for 1½ mile—in all 7 miles—and encamped on three small lakes (wild celery in one of them;) whole distance 192½ miles. Had to open the road through the woods for the last mile and a half. Country hilly, with small lakes in all directions and open woods. A severe storm of rain and hail at night. Two mules died during the night.

Tuesday, October 21, 91st day, 38th day from Pembina.—Marched (northeasterly) 6 miles, and encamped on a small lake; whole distance 198½ miles. General aspect of the country a high rolling prairie; an infinity of small lakes and marshes, with woods at intervals, through which the road had to be cut. Chilling rain; ice at night. Two mules died during the night.

Wednesday, October 22, 92d day, 39th day from Pembina.—Marched (northeastly) 8 miles, and encamped on a large lake; whole distance marched, 106½ miles; distance from Pembina 188½—18 miles having been lost in our meandering to find the road. Aspect of the country the same as yesterday: hilly, marshy, and full of lakes, with open woods. Bridged a small stream; cut road through the timber where it occurred. Cold, raw day; ice at night.

Thursday, October 23, 93d day, 40th day from Pembina.—Marched (northeasterly) 4 miles, and struck the wood road, which trends from here southeast; then 1 mile on the road, and encamped on a small lake; whole distance 211½ miles; from Pembina 193½ miles. Character of the country the same as for the past two days: hilly, lakey, and marshy, with timber at intervals, through which the road had to be cut. Very cold day, with a high chilling wind; ice at night. One mule left dying. Lieutenant Clinton ordered to start in the morning for Fort Ripley, to procure grain for the animals, and as many yoke of oxen as possible; the mules being now so weakly, although with a

partial feed of flour, that a march of 4 or 5 miles was a hard task for them.

Friday, October 24, 94th day, 41st day from Pembina.—Lieutenant Clinton started for Fort Ripley. (Fort Ripley was supposed to be about 80 miles distant; it proved to be $126\frac{3}{4}$ miles.) Marched $5\frac{1}{2}$ miles, and encamped on Lake de Truas; whole distance 217 miles; from Pembina 199 miles. This lake nearly circular, with a diameter of about $2\frac{1}{2}$ miles. It is also called Lake Detroit, and Lake No. 44. Chilling rain. Rolling prairie and marsh. Made a corduroy, with small poplars and brush, of one hundred and fifty yards in length, over a villainous marsh; other bad places on the road employing the men in constant labor. A cold snow storm commenced in the afternoon and lasted all night. Five mules died during the night.

Saturday, October 25, 95th day, 42d day from Pembina.—At work widening the road through the wood for about $2\frac{3}{4}$ miles. Rain and snow at night; four mules died during the night.

Sunday, October 26, 96th day, 43d day from Pembina.—Constructing a road over a narrow, wooded causeway of 200 yards, between the lake and a horrid terre tremblante. Snow and rain alternately throughout the day. Cold at night, very; ice. Two mules died during the night.

Monday, October 27, 97th day, 44th day from Pembina.—Occupied most of the day in bridging two streams and corduroying with tamarac two respectable marshes, a mile or so in advance of the causeway. Marched $2\frac{3}{4}$ miles, and encamped in the wood on the margin of the lake (De Truas) near the causeway; whole distance $219\frac{3}{4}$ miles; from Pembina $201\frac{3}{4}$ miles. Lowering weather and cold; ice at night. Three mules died during the night.

Tuesday, October 28, 98th day, 45th day from Pembina.—Marched 2 miles, and encamped in the woods near an immense tamarac swamp, which bars our progress; whole distance $221\frac{3}{4}$ miles; from Pembina $203\frac{3}{4}$ miles; slow progress, from having to widen the road through the forest. Commenced corduroying the swamp with tamarac, which grows here in the greatest abundance—a swamp of the worst character, 150 yards wide. The road from where we first struck Lake De Truas runs first on the margin of the lake, partly in the water; then through the woods skirting the lake; then on a causeway between a marsh and the lake; then, for half a mile through the waters of the lake, on its margin; and then through the forest, leaving the lake at a right angle, until brought up by the tamarac swamp. This swamp is of great extent—many miles—and is drained by the lake. Very cold at night; ice. Four mules died during the night.

Wednesday, October 29, 99th day, 46th day from Pembina.—Corduroying the swamp, in continuation. Snow and sunshine alternately every few minutes throughout the day, which was very cold. Very cold at night, with high wind; ice.

Thursday, October 30, 100th day, 47th day from Pembina.—Finished the corduroy. Day and night exceedingly cold; ice half an inch thick in the tents; five mules died during the night. [The corduroy spoken of (150 yards long) was laid on sleepers of tamarac, and road-

way of the same. It is a very creditable piece of work, that will probably last for twenty years.]

Friday, October 31, 101st day, 48th day from Pembina.—Marched 5 miles, and encamped on *Les deux lacs*; whole distance $226\frac{3}{4}$ miles; from Pembina $208\frac{3}{4}$ miles; slow progress, from having to widen the road through the forest; country hilly, lakey, and swampy. Day cold; muster at eight o'clock at night, in a snow storm. Seven mules died during the night.

Saturday, November 1, 102d day, 49th day from Pembina.—Marched 4 miles, and encamped on the hither side of Otter-tail Lake river; whole distance $230\frac{3}{4}$ miles; from Pembina $212\frac{3}{4}$ miles; slow progress, from having to widen the road through the wood. Ice at night; exceedingly cold. One mule died during the night; four left dying in the morning.

Sunday, November 2, 103d day, 50th day from Pembina.—The road crossed the river at this point by a ford of two to three feet deep, with coarse, sandy bottom, the approach to which is over a marsh of one hundred yards or so and the exit by another marsh of three to four hundred yards, both of which would have to be corduroyed throughout. The timber, though abundant for such a purpose in the neighborhood, was not sufficiently near for rapid operations. It would have cost ten days to effect the work. These difficulties induced an examination, which presented a feasible route, with (comparatively) little trouble or labor, by crossing at a new ford, near the camp, and cutting a road through the woods of a mile and a quarter, avoiding all marsh but an inconsiderable piece of thirty feet or so.

Occupied all day in the reconnaissance and cutting the road through the woods, also in making a slip or sloping platform into the water on each bank, to allow of easy entrance and exit for the mules and wagons. Ice at night. Very cold. One mule died during the night.

Monday, November 3d, 104th day, 51st day from Pembina.—Finished the work commenced yesterday. Cold at night as usual.

Tuesday, November 4th, 105th day, 52d from Pembina.—Crossed the river. Marched five miles and encamped on the hither side of Otter-tail Lake river. Second crossing. Whole distance $235\frac{3}{4}$ miles; from Pembina $217\frac{3}{4}$ miles. Extremely cold all day and night. Ice. Prairie road of slightly rolling character.

Wednesday, November 5th, 106th day, 53d day from Pembina.—Occupied all day in snaking the wagons across the river (a good ford, rather wide,) and in bringing up six wagons left at the last encampment, for want of animals to haul them.

Lt. Clinton arrived from Fort Ripley at three o'clock, with seven yoke of oxen, a pair of horses, and a supply of oats and hay; also with a pair of shoes for each soldier, the most of the men at this time being shoeless, or nearly so. Freezing weather day and night. Two horses and three mules died during the night.

Thursday, November 6th, 107th day, 54th day from Pembina.—Marched 12 miles and encamped in the woods on Lake des Roseaux, one mile from the mouth of Rush river. Whole distance $247\frac{3}{4}$ miles;

from Pembina $229\frac{3}{4}$ miles. A rolling prairie with lakes and wood. A cold snow storm day and night. Two mules died during the night.

Friday, November 7th, 108th day, 55th day from Pembina.—Marched $3\frac{1}{2}$ miles and encamped on a small lake about two miles from Otter-tail lake. Whole distance $251\frac{1}{4}$ miles; $223\frac{1}{4}$ miles from Pembina. Occupied all day in snaking the wagons across the mouth of Rush river. A deep ford with hard bottom in Lake des Roseaux. A snow storm with high wind. The day and night exceedingly cold. Two horses and two mules died during the day and night.

Saturday, November 8th, 109th day, 56th day from Pembina.—Marched $6\frac{1}{4}$ miles, and encamped on the further side of Leaf-lake river. Whole distance $257\frac{1}{2}$ miles; from Pembina $239\frac{1}{2}$ miles. Much of the day occupied in snaking the wagons across the river. A good ford with steep exit. Day and night excessively cold, the thermometer for the last two nights several degrees below zero. Five mules died during the night.

Sunday, November 9th, 110th day, 57th day from Pembina.—Left six wagons this morning, for want of animals to haul them. Marched $12\frac{3}{4}$ miles and encamped on a small stream. Whole distance $270\frac{1}{4}$ miles; from Pembina $252\frac{1}{4}$ miles. Freezing throughout the day, but moderating. Level prairie with small streams and marshes, the latter fortunately bridged by frost.

Monday, November 10th, 111th day, 58th day from Pembina.—Marched 11 miles and encamped on the hither side of ——— river. Whole distance $281\frac{1}{4}$ miles; from Pembina $263\frac{1}{4}$ miles. Prairie, extensive marshes and small streams; a horrid road in a wet season, fortunately now frozen hard. Very cold day and night. One mule died during the night.

Tuesday, November 11th, 112th day, 59th day from Pembina.—After cutting down the steep exit from the ford, snaked the wagons over and marched 10 miles, encamping on the hither side of Crow-wing river. Whole distance $291\frac{1}{4}$ miles; from Pembina $273\frac{1}{4}$ miles. The day mild and pleasant. Night quite cold. A bad, marshy road, now frozen hard.

Wednesday, November 12th, 113th day, 60th day from Pembina.—Occupied in preparing to cross the river by a flying ferry. The river filled with floating ice. It is about 125 yards wide, fordable through coarse sand, but too deep for mules in harness. The entrance into the water abrupt, two feet at least, to get at which there is a marsh of more than one hundred yards of bad character to cross, fortunately now frozen hard. This is the region of the Pineries. Discharged the guide. Very cold at night; freezing all day. One mule died during the night.

Thursday, November 13, 114th day, 61st day from Pembina.—Occupied until nearly dark in ferrying the loaded wagons on ponton float; then marched 6 miles and encamped in a fine open forest of pine, on the bank of the Crow-wing, about a mile from the Little Swan river; whole distance $279\frac{1}{4}$ miles; from Pembina $299\frac{1}{4}$ miles. Country hilly and marshy, through woods all the way; the marshes frozen. Very cold at night. One mule died during the night.

Friday, November 14, 115th day, 62d day from Pembina.—Bridged Little Swan river; then marched 4 miles and encamped on the great marsh; whole distance $301\frac{1}{4}$ miles; from Pembina $283\frac{1}{4}$ miles. The road principally through open forest of pine, with here and there a marsh. Had to widen the road. Very cold, with high wind at night.

Saturday, November 15, 116th day, 63d day from Pembina.—Marched 13 miles and encamped on Crow-wing river, (2d time;) whole distance $314\frac{1}{4}$ miles; from Pembina $296\frac{1}{4}$ miles. Wood land of pine, and marsh. Had to straighten the road through the former; the latter was fortunately frozen. It would have taken weeks to have corduroyed the marsh; in one reach it was half a mile of veritable *terre tremblante*. Bright cold day, with high wind; very cold at night. One mule died during the night.

Sunday, November 16, 117th day, 64th day from Pembina.—Marched 8 miles and encamped on the further side of Gull river, one mile from the Chippewa agency, which we passed en route; whole distance $322\frac{1}{4}$ miles; from Pembina $304\frac{1}{4}$ miles. Road good, with indications of bad marsh in several places. Bright, cold day; very cold at night; ice, of course.

Monday, November 17, 118th day, 65th day from Pembina.—Marched $2\frac{1}{2}$ miles to the ferry on the Mississippi at Crow Wing; whole distance $324\frac{3}{4}$ miles; from Pembina $306\frac{3}{4}$ miles. The river filled with large masses of floating ice. Occupied until late in the afternoon in ferrying the train. Encamped at Crow Wing, near the ferry. The night very cold, as usual.

Tuesday, November 18, 119th day, 66th day from Pembina.—Marched $6\frac{3}{4}$ miles and encamped on the Mississippi, opposite Fort Ripley; whole distance $331\frac{1}{2}$ miles; from Pembina $313\frac{1}{2}$ miles. Bright, cold day. A mule left dying this morning. Very cold at night.

Wednesday, November 19, 120th day, 67th day from Pembina.—Occupied in having surplus wagons and stores and weak mules turned over to the quartermaster at Fort Ripley, and in receiving grain and subsistence stores for continuing the march to Fort Snelling. A cold snow storm in progress day and night.

Thursday, November 20, 121st day, 68th day from Pembina.—Occupied as on yesterday. Snow storm in continuation.

Friday, November 21, 122d day, 69th day from Pembina.—Marched $16\frac{1}{2}$ miles and encamped on the Mississippi river, $1\frac{1}{2}$ miles below Swan river; whole distance 348 miles; from Pembina 330 miles. Cold night, very.

Saturday, November 22, 123d day, 70th day from Pembina.—Marched 18 miles and encamped on Rock creek; whole distance 366 miles; from Pembina 348 miles. Cold day and very cold night.

Sunday, November 23, 124th day, 71st day from Pembina.—Marched $15\frac{1}{2}$ miles and encamped on a small lake, $1\frac{1}{2}$ miles from Stevenson's, on Clear lake; whole distance $381\frac{1}{2}$ miles; from Pembina $363\frac{1}{2}$ miles. Temperature as on yesterday.

Monday, November 24, 125th day, 72d day from Pembina.—Marched $23\frac{1}{2}$ miles and encamped at our former encampment on Elk river;

whole distance 405 miles; from Pembina 387 miles. The cold throughout the day and night excessive, with a snow storm at night.

Tuesday, November 25, 126th day, 73d day from Pembina.—Marched $14\frac{3}{4}$ miles and encamped at our old encampment on Rum river; whole distance $419\frac{1}{4}$ miles; from Pembina $401\frac{3}{4}$ miles. A snow storm throughout the day; the night cold.

Wednesday, November 26, 127th day, 74th day from Pembina.—Marched 16 miles and encamped a half a mile nearer to St. Anthony than our former encampment at Cold Spring; whole distance $435\frac{3}{4}$ miles; from Pembina $417\frac{3}{4}$ miles. Cold day, sunshine, with high wind; cold of the night excessive; mercury several degrees below zero.

Thursday, November 27, 128th day, 75th day from Pembina.—A march of $12\frac{1}{2}$ miles took the battalion to Fort Snelling; whole distance $448\frac{1}{4}$ miles; from Pembina $403\frac{1}{4}$ miles. Exceedingly cold all day, with cutting wind. Whole distance marched $952\frac{1}{2}$ miles.

G.

Notice to all whom it may concern.

HEADQUARTERS, BATTALION 10TH INFANTRY, PEMBINA EXPEDITION,
Camp at St. Joseph's, Minnesota, September 3, 1856.

The undersigned, the commanding officer of a military expedition which arrived here to-day from Fort Snelling, *via* Lake Mini-Waken, has the instructions of the President of the United States to notify such of the inhabitants of the British Possessions as are in the habit of crossing the boundary line between the United States and Great Britain (49th parallel of north latitude) for the purpose of hunting and trapping, &c., on American soil, that such depredations will no longer be permitted. The undersigned, accordingly, hereby warns all such persons not to enter the territory of the United States for the above mentioned purposes.

C. F. SMITH,
Lt. Col. 10th Inf. and Bvt. Col. commanding.